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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO

COUNTRY Germany (Russian Zone)

DATE DISTR 26 March 1952

SUBJECT Security, Organizational and Training
Measures Taken by DDR Railroads

NO OF PAGES 3

PLACE
ACQUIRED NO. OF ENCLS.
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1.

the DDR Directorate General, Railroads,
Berlin, in late November 1951, stated that the following
security measures had to be taken for special trains used by high-
ranking government officials:

- a. From 8 to 10 hours prior to the departure of the train,
important points on the line will be guarded by SSD and
Kripo (criminal police) personnel.
- b. Five or 6 hours before the departure of the train, the points
will be guarded by transport police and Volkspolizei personnel.
- c. One delegate each of the railroad sub-district office and the
regional railroad headquarters concerned will be present
at block control stations and switching points. The senior
railroad official of the railroad installations concerned will
also be present.
- d. Letters, classified as secret, with data on the time schedule of
the train and a record sheet will be distributed by railroad
inspection cars of the regional railroad headquarters.
- e. Thirty minutes prior to the scheduled transit time of the special
train, switches will be locked by specially assigned mechanics
in the presence of railroad sub-district and regional railroad
headquarters officials.
- f. The locking levers will be sealed.
- g. The completion of all these preparations will have to be trans-
mitted by telephone to the regional railroad headquarters
concerned.
- h. A report on the execution of all these orders will be
signed by the representative of the railroad subdistrict office
and the regional railroad headquarters as well as by the senior
railroad official of the specific railroad station and the chief
of the dispatch office concerned.

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Auth.: HR 73-2

Date: 1978

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1. The special train will be preceded by an advance train and followed by a rear train. The last car of the special train will be a diesel locomotive occupied by police. (1)
2. According to a regulation of the Directorate General, Railroads, Berlin, dated 28 September 1951, the railroad sub-district offices will be the lowest unit which is independent organizationally and economically. The chief of a railroad subdistrict office is responsible for all operations and railroad agencies in his sub-district. The Signal und Fernmeldewerk (central signal and telecommunications section) (SFK) will therefore be assigned to the railroad subdistrict office in the district in which it is located. The compliance with these regulations was to be reported by the railroad subdistrict offices to the Directorate General, Railroads, Berlin, through the regional railroad headquarters by 27 October 1951.
3. On 1 October 1951, the Fachschule fuer Eisenbahnwesen (Technical Railroad School) in Dresden was opened. This school which is to train in three-year courses the future foremen, technicians and engineers of the Soviet Zone railroads is composed of the following departments:
 - a. Mechanical engineering including the subjects of technical service (Betriebsmaschinendienst), railroad workshop service (Werkstaettdienst) and installation-maintenance of high-tension lines (Starkstromdienst).
 - b. Railroad construction work including courses in roadbed construction, bridge construction and overhead construction (Hochbau).

The technical school has a capacity of 360 students. Only skilled workers are accepted. A boarding house for the students of the school is to be erected in 1952. (3)

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Comments.

- (1) These measures, which are designed to prevent acts of sabotage, are taken for special trains used by both Soviet Zone and Soviet dignitaries.
- (2) The signal and telecommunications plants were previously directly assigned to the individual regional railroad headquarters. The new organizational measure was necessitated by the conversion of the

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Soviet Zone railroads into a Vereinigung Volkseigener Betriebe (Association of National Enterprises) (VVB), which has been under way since the beginning of 1951. During this reorganization, the Reichsbahnamt (railroad sub-district office) has been established as a so-called basic economic unit.

- (3) The railroad school in Dresden is the first and so far only central technical school of the Soviet Zone railroads. Previously technical railroad personnel were trained at 19 different technical schools which were assigned to various ministries. The centralization of training effected by the establishment of the Dresden school will probably guarantee better training of future railroad specialists.

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